

REMARKS

In this paper, claims 1, 2, 23 and 23 are currently amended. After entry of the above amendment, claims 1-27 are pending.

The applicant appreciates the indicated allowability of claims 2-18 if rewritten in independent form. Claim 2 has been rewritten to be in independent form, so it is believed that claims 2-18 are now allowable.

Claim 24 was rejected under 35 U.S.C. §112 as being indefinite. Claim 24 has been amended to properly depend from claim 23.

Claims 1, 19-23 and 25-26 were rejected under 35 U.S.C. §102(b) as being anticipated by Matsuo, et al (US 5,964,679). This basis for rejection is respectfully traversed.

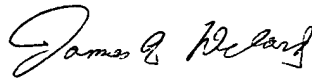
Claim 1 has been amended to clarify that the first one-way clutch mechanism communicates rotational force from the drive member to the clutch member when the drive member rotate in a first direction and allows the drive member to rotate relative to the clutch member when the drive member rotates in an opposite second direction. Matsuo, et al discloses an internal hub transmission comprising a drive member (52) with splines (52a) that engage corresponding splines (75a) on a clutch member (75). Because of this spline connection, drive member (52) cannot rotate relative to clutch member (75) at any time. Thus, Matsuo, et al neither discloses nor suggests a one-way clutch mechanism that communicates rotational force from the drive member to the clutch member when the drive member rotate in a first direction and allows the drive member to rotate relative to the clutch member when the drive member rotates in an opposite second direction.

Claim 23 has been amended to clarify that the first bearing assembly and the second bearing assembly are disposed between the drive member and the axle. In Matsuo, et al, bearing assembly (55) is disposed between drive member (52) and axle (51), but the other bearing assembly (60) is disposed between drive member (52) and hub shell (53). Thus, Matsuo, et al neither discloses nor suggests first and second bearing assemblies disposed between the drive member and the axle.

Claims 24 and 27 were rejected under 35 U.S.C. §103(a) as being unpatentable over Matsuo, et al in view of Steuer (US 4,400,999). This basis for rejection is respectfully traversed for the same reasons noted above.

Accordingly, it is believed that the rejections under 35 U.S.C. §102, §103 and §112 have been overcome by the foregoing amendment and remarks, and it is submitted that the claims are in condition for allowance. Reconsideration of this application as amended is respectfully requested. Allowance of all claims is earnestly solicited.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "James A. Deland".

James A. Deland  
Reg. No. 31,242

DELAND LAW OFFICE  
P.O. Box 69  
Klamath River, California 96050  
(530) 465-2430